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IMPORTANT INTIMATION.

NOW READY.



(PUBLISHED BY AUTHORITY.)

THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST, A DIRECTORY AND WORK OF REFERENCE ON ALL IMPORTANT LOCAL SUBJECTS FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, SIAM, INDU-CHINA, NORTH BORNEO, THE PHILIPPINES, AND CORREA, FOR THE YEAR 1889.

PRICE THREE DOLLARS.

"THE HONGKONG DIRECTORY" has again been enlarged and is THE CHEAPEST, MOST COMPLETE, AND ONLY RELIABLE WORK OF THE KIND PUBLISHED IN THE FAR EAST.

THE above named work, published at the Office of "THE HONGKONG TELEGRAPH," contains a Directory for the Ports in the large portion of Asia comprised between Penang, in the Straits Settlements, and the Northern Chinese Ports, including Wladivostok, Formosa, the Treaty Ports of China and Japan, Cochinchina, the Philippine Islands, Corea, British North Borneo, the British Colony of Hongkong, and the Portuguese Colony of Macao. It also contains the Principal Treaties between European countries and the United States and the countries East of the Straits, including the Treaties and Conventions between China and Great Britain, France, Germany, Russia, the United States of America, Brazil, Japan, Peru, Spain, and Portugal; together with conditions of Trade, and the Port Customs, Consular, and Harbour Regulations for the Ports of China and Japan; also descriptions of the various Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations, and all Public Bodies and Companies, Bankers, Merchants, Consuls, Professional men, and other Residents, have supplied the necessary matter, upon forms specially sent for that purpose so as to ensure accuracy. The Naval and Military portions have been taken from the latest published official lists and revised at Headquarters; in fact, no pains have been spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a handy and perfectly reliable book of reference for all classes.

In addition to the information enumerated above "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1889 contains a carefully revised

INDEX TO THE ORDINANCES OF HONGKONG.

A SPECIAL LIST OF FOREIGNERS employed in Steamers making short voyages from Hongkong;

THE PRIVATE RESIDENCES of the Principal Government Officials, the Leading Merchants, the Foreign Consuls, Professional Men, Justices of the Peace, &c.

A LADIES DIRECTORY FOR HONGKONG; The latest and only reliable

PLAN OF THE CITY OF VICTORIA, showing the proposed Reclamations and all recent additions and improvements.

AND A Mass of interesting information on various subjects, culled from the most trustworthy sources.

A SPECIAL FEATURE. IN THIS PUBLICATION WILL BE A CHAPTER ON SPORT (amended and corrected to date) dealing with almost every branch of the subject including RUGBY, CRICKET, ATHLETICS, AQUATICS, &c., &c., &c.

THE WINNERS OF ALL IMPORTANT RACES AT HONGKONG, SHANGHAI, FOCHOW, and AMOY, with times, and other interesting particulars, carefully compiled from the most reliable sources, make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a *valde precium* for all classes of sportsmen.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1889 is printed on a superior quality of Paper, and is the best printed and most handsomely bound volume published East of the Suez Canal.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," in order that it may circulate extensively outside this Colony, is published at a POPULAR PRICE, and can be ordered at this Office, or through any of our Agents at the various Ports, for

THREE DOLLARS.

There is not space in the compass of an Ordinary Advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong or any other part of the East, at such a low price.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" offers Special Advantages as an Advertising Medium. It has an extensive circulation in all Ports between Singapore and Newchwang, in the Australasian Colonies, the United States, and the United Kingdom, and the scale of charges has been fixed at an exceptionally low rate. Terms can be learned on application.

Suggestions for the improvement of this work are respectfully solicited.

Orders for COPIES, and for ADVERTISEMENTS may be sent to the Agents at the various Ports, or to the Office of

"THE HONGKONG TELEGRAPH" PREDER'S HILL, HONGKONG, Hongkong, 7th January, 1889.

Intimations.

DAKIN BROS. OF CHINA LIMITED.

WHOLESALE AND RETAIL CHEMISTS.

IMPORTERS of English and Foreign Patent Medicines, Domestic requisites and Surgical Appliances—Soaps, Perfumes, Toilet articles, &c. PHYSICIANS' PRESCRIPTIONS, CAREFULLY DISPENSED.

The Company's Dispensary is in charge of a thoroughly efficient and practical English Chemist and the use of the purest Drugs and Chemicals only is guaranteed.

SHIPS and FAMILY MEDICINE CHESTS SUPPLIED and REFITTED.

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QUEEN'S ROAD CENTRAL, Opposite Hongkong Hotel.

(Telephone No. 60.)

Hongkong, 23rd April, 1889.

A. S. WATSON & CO., LTD.,

Established A.D. 1841.

WATSON'S PATENT DESSICATING OR DRYING BOTTLES.

A. S. W. & Co. beg to call attention to their new PATENT DRYING BOTTLES which have been specially designed and manufactured for them.

By the use of these bottles, CIGARS as well as ALL GOODS which are susceptible to the destroying influences of moisture can be kept in good and perfect condition.

Whenever or wherever the atmosphere is surcharged with moisture these bottles will be found invaluable.

THE HONGKONG DISPENSARY.

Hongkong, 4th April 1889.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 1, 1889.

TELEGRAMS.

BOULANGER AND THE BELGIUM GOVERNMENT.

LONDON, April 22nd.

The Belgian Government menacing expulsion, General Boulanger leaves Belgium for England forthwith.

THE OKLAHOMA TERRITORY.

April 23rd.

Oklahoma Indian Territory in the United States was opened yesterday for settlement. Fifty thousand settlers rushed in to occupy the lands and some bloodshed is feared between the competing settlers.

THE PREMIER DOUBTS IRISH LOYALTY.

April 24th.

Lord Salisbury at a meeting at Bristol defended the outlay on the Navy and urged the folly of increasing the dangers of invasion by creating an autonomous and possibly hostile Government in Ireland.

STREET RIOT IN VIENNA.

VIENNA, April 24th.

There has been a prolonged strike of the tramcar drivers and, the populace siding with the strikers, frequent collisions have occurred during the last few days with the police and military. Last night the cavalry were called out and charged the dense mob, sabreing right and left and wounding many; after which the streets were cleared by infantry with fixed bayonets.

FRANCE.

LONDON, April 29th.

There is a deficit in the "Société des Metaux" of 121,000,000 francs.

DISTRESS IN AMERICA.

There is great distress in Oklahoma.

SHANGHAI RACES.

(By Special Telegram).

SECOND DAY, WEDNESDAY, 1ST MAY, 1889.

THE CHU-KA-ZU CUP; value, Tls. 100; for China ponies; weight for inches as per scale; winners of one race since 1st October, 1888, 7lbs. extra; two or more races, 10lbs. extra; entrance, Tls. 5. Half-a-mile.

Mr. Sassoon's b. Waldo, 11st. 1lb. 1
The SHANGHAI DERBY; a Sweepstakes of Tls. 15 each, with Tls. 100 added; for China ponies, being *bona fide* Griffins at date of entry; first pony to receive 75 per cent; second pony, 15 per cent; third pony, 10 per cent; weight for inches as per scale. One mile-and-a-half.

Mr. Sassoon's br. Zephyr, 11st. 4lb. 1
The LADIES' PURSE; value, — for China ponies; weight for inches as per scale; entrance, Tls. 5. One-mile-and-a-quarter.

Mr. John's d. Sunwind, 11st. 1lb. 1
The "ORLANDO" CUP, value Tls. 200, presented; second pony to receive half the entrance fees; for China Ponies; weight for inches as per scale; winners at this Meeting of a Race of one mile and a half or over to carry 5lbs. extra; entrance, Tls. 5. One Mile and Three Quarters.

Meares, Morgan and White's d. Silken Mead 1
The SPRING CUP, value Tls. 100, added to a Sweepstakes of Tls. 10 each, less Tls. 50 to the second pony; for China Ponies that have never won a race; weight, 11st. for 13 hands; to give or to take 6lbs. for every inch over or under. One Mile.

Mr. Ten Brock's gr. Wild Mint 1
The CONCORDIA CUP, value, Tls. —; presented by Members of the Club Concordia, added to a Sweepstakes of Tls. 10 each; second pony to receive 40 per cent, and the third pony 10 per cent of the Stakes; for China Ponies *bona fide* Griffins at date of entry; weight for inches as per scale; winner of the Derby, 7lbs. ex. One Mile and a Half.

Mr. Chouleur's gr. Elegant 1
The RACE CLUB CUP; value Tls. 150; for China Ponies; weight for inches as per scale; Winners at this Meeting of a Race of one mile or under, to carry 5lbs. extra; over a mile, 7lbs. extra; penalties accumulate up to 10lbs.; entrance, Tls. 5. Two Miles.

Mr. Ten Brock's gr. Gridiron 1
The SHANGHAI STAKES; a forced entry of Tls. 5 for all Ponies, except those entered in the Readers' Plate; first pony to receive 75 per cent; second pony, 15 per cent; third pony, 10 per cent of the Stakes; weight for inches as per scale. One Mile and a Half.

Mr. Sassoon's gr. Eureka 1
The TAOTAI'S CUP; value, Tls. —; presented by H.E. the Taotai for China Ponies; weight 12st.; winners at this Meeting, 5lbs. extra; entrance, Tls. 5. One Mile.

Mr. J. D. Humphrey's gr. Defiance 1
LOCAL AND GENERAL.

LOCAL AND GENERAL.

H.M.S. Wanderer left Singapore for this port on the 24th ulto.

The Portuguese gunboat *Rio Lima*, Commander Sta. Barbara, arrived from Macao yesterday.The P. & O. S. N. Co.'s extra steamer *Khiva*, from Bombay, left Singapore for this port at 8 a.m. to-day.The Ocean Steamship Co.'s steamer *Sarpedon*, from Liverpool, left Singapore this morning, and is due here on the 7th inst.

It is reported from Tientsin that Tong King-sing has been appointed Managing Director of the Railway in place of Wu Ting-tang.

Two coast defence vessels ordered by the Japanese Naval Department from France, are expected to arrive at Yokosuka in May, 1891.

It is reported, the Nagasaki *Rising Sun* says, that the Nippon Yusen Kaisha has purchased a rich coal mine at Chikusen, covering an area of 300,000 tsubo, at a cost of 235,000 yen.The Russian cruiser *Rasbortnik* arrived at Singapore from Batavia on the 23rd and steamed to the Borneo wharf to take in coals. She was under orders to leave for Nagasaki on the 27th.

OUR readers will note from our advertising columns that the time-table of the Peak Tramway has been materially altered. The afternoon cars run every fifteen minutes between four and eight p.m., instead of between three and seven p.m.; and a late Sunday night service, long desired, is now added.

SOME time ago we published an extract from an exchange, stating that the well-known derelict *Rock Terrace* had been at last wrecked on the Gilbert shore. The latest advices from Honolulu state that she was not wrecked, but ran beautifully ashore in a lagoon at Apia, one of the islands in the group. She is said to be lying there still, full of kerosene, and with only eighteen inches of water in her.It may interest local sportsmen to know that (we are now quoting the *Singapore Free Press*) "for those who have time to give to the pursuit there are good prospects of sport in Pahang, and news has come down of a recent very successful drive for *seladang*, in which a good many of these animals were secured. Elephants are pretty numerous up the Kwatin river, and peacock shooting is to be had almost everywhere in abundance."

THE following are the Orders of the Day for the meeting of the Legislative Council, to be held to-morrow, the 2nd inst., at 4 p.m.:—

First reading of a Bill entitled "The Passengers Relief Ordinance, 1889."

Second reading of the Bill entitled "An Ordinance to repeal Ordinance No. 6 of 1889, and to amend 'The Statute Law Preservation Ordinance, 1886.'"

Committee on the Bill entitled "The Protection of Women and Girls Ordinance, 1889."

THUS the *Shanghai Mercury's* Tientsin correspondent under date the 19th ulto. — It was currently reported in the Concession last evening that, in consequence of the continued opposition to the railway bridge by the tribute rice junk, the Viceroy Li Hung-chang had given in and consented that the bridge should be destroyed, Liu, Taotai of Su Shun kiu (Port Arthur), now in Tientsin, has received instructions to remove the bridge without delay, and he intends to blow it up at once.

THE large retaining wall at the back of the houses lately built by the representatives of the late Mr. W. H. Brecken came to a hopeless grief yesterday afternoon for the second time in two years. Fortunately there was no loss of life, although a number of coolies had a very narrow escape. The brick verandah of the house, occupied by Mr. C. J. Hirst also came down, and the damage done will cost a large sum to put to rights. Houses on the mountain side, it would appear, are not such an unmixed blessing as was at first imagined.

SAY the *Singapore Free Press* of the 23rd April:—We hear that a telegram was received yesterday in Singapore from Mauritius, announcing the arrival at the latter place of the master, Captain Albrethsen, and crew of the Norwegian bark *Norway*, which vessel has, founded at sea, while on a voyage from Singapore to New York. The *Norway* seems to have sprung a leak and become water-logged, after which she was abandoned by the master and crew. The *Norway* arrived here from Mauritius on Jan. 20th and after loading a general cargo for New York left for that place on Feb. 14th. The *Norway* was a wooden bark of 641 tons register, and was originally, under the Italian flag being then known as the *Amle Florence*. She was built in Varazze in 1870 and hailed from Tvedestrand. Her master was also her owner. From what we hear the ship seems to have been well preserved.

IN consequence of an official report that small-pox is prevalent at Chemulpo and Fusan, all vessels arriving from those ports are subject to medical inspection at Nagasaki.

THE Chinkiang correspondent of the *Shanghai Mercury* writes on April 30th:—Very unsettled weather has prevailed here for the past week; rain has fallen copiously and the country and the coming crops of barley and wheat are looking promising. Several high officials deputed by the Viceroy of Nanking have arrived to adjust the claims in connection with the late riot, which I hear are upwards of \$100,000, and which it is expected will shortly be settled.

IN the meantime nothing whatever has been done to any of the buildings destroyed by fire. The Concession has been invaded by thousands of sightseers. A number of proclamations have been posted around the Settlement from the Taotai, informing the people to behave themselves, and to be civil to foreigners in future, and calling their attention to rules which have been made by our City Fathers, who, by the way, are to be congratulated upon having secured the services of Mr. Superintendent Singer, who has been most painstaking in securing an efficient staff of natives to police the Settlement.

THE best possible cure for pneumonia, says a writer in *Medical Classics*, is the ounce of prevention. Nasal obstruction and enlarged tonsils should receive immediate attention, and radical treatment when necessary. The nose has within its channels elements for clearing the air of foreign particles and warming it for the lungs. Any nasal occlusion compels the air to be taken in by the mouth—a most pernicious habit that of necessity affects the general health, causing narrowing of the chest, premature decay of the teeth, and limits the air supply and lung capacity. Whoever breathes through the mouth invites pneumonia. It is of the greatest importance that every inch of lung tissue should be in a relatively perfect condition. The sum of all the little spaces where air meets the blood is equal to the enormous area of 150 square yards. Each breath may be bringing in from the external atmosphere all manner of deleterious material, seeking some weak spot to gain a foothold. This weak place cannot exist without danger to health. The entire blood current comes to the lungs to obtain from the outside world the life-giving principle. This 150 square yards of tissue requires a supply of pure oxygen over 1,000 times every hour. When children play, race, and romp, the lungs are filled in every part, and this very exercise of filling them strengthens their substance. Bristle walking, with deep inspirations and the mouth closed, helps to sweep out the products of waste. Everything that expands the chest, as tennis, bowling, rowing, fencing, etc. is an antidote to possible pneumonia.

THE agitation which is going on in the Holy City with regard to the election of a Deputy to represent that "Cemetery of souls" in the Lisbon Parliament is highly characteristic of the old Lilliputian emporium of the Far East. Whilst Hongkong, with its immense trade, its shipping, and local industries, is not and cares not to be represented in Parliament, fossil Macao gets into periodical convulsions whenever its turn comes to choose a representative to advocate its interests in the Lusitanian Cortes. Local government is apparently of no value in the neighbouring colony, probably because there is nothing to govern or administer; so they look to Lisbon for the efficient management of their affairs, and to redress their many grievances. It is well known in what a brilliant manner the Lisbon Colonial Office deals, and has dealt, with the affairs of Macao. When the colony's exchequer was in a satisfactory condition, the dear old Mother Country plundered it without scruple or diffidence; when it sank below the ordinary level, the city was "abandoned to its own resources." That amphibious entity—the deputy for Macao—has never been able to enlist either the sympathy of the Lisbon Parliament or the graces of the Colonial Office on behalf of his constituency. And yet the venerable colony places, or pretends to place, unlimited faith in its parliamentary representative, and periodically works up quite a hurricane of excitement in electing its *Deputado*. We have often maintained that the most representative man in Macao is the Fan-tan croupier. Our neighbours might do worse than ballot for that well known public character at the coming election.

ONE of the chief sources of ecclesiastical revenue in the Philippine Islands is the sale of relics, rosaries, and other devotional paraphernalia. The author of "Monastical Sovereignty in the Philippines" devotes a few lines to a description of this highly lucrative trade. He says:—"A leather strap costing about five cents, once it has been dipped in holy water, and a short prayer mumbled over, is sold for sixty cents. An old pantaloon which students are wont to give gratis to the first comer, is transformed into hundreds of scapularies, each of which is sold at thirty-one cents. In order to facilitate the sale of these scapularies, showy advertisements are posted everywhere. In the corridors of the San Sebastian sanctuary, a productive centre of scapularies, several pictures of men sentenced to be shot are exhibited, who are alleged to have owed their lives to the scapularies they wore, and which acted like so many armour plates. In view of these miraculous powers, both the soldiers who defend the country and the bandits who disturb it, are eager to possess the little charms. In the cloister of the St. Augustine Convent, a productive centre of the straps, there is to be found, amongst other pictures, the likeness of a female beauty who, by wearing round her waist the Virgin's belt, succeeded in concealing from her husband her conjugal infidelity. And thus every monastic centre offers numerous attractions for the immense variety of tastes and inclinations. The inhabitants of the Philippine Islands contribute hundreds of thousands of dollars every year to the Monastical institutions, and receive in return these paltry relics, religious intolerance, and oppression."

A JAPANESE contemporary says that a new war vessel, to be named the *Chiyo-da Kan*, ordered by the Naval Department from England in the place of the *Unshu Kan* has progressed considerably, and a sum of yen 90,000 has been transmitted by the Government to the Japanese *Chargé d'Affaires* in London to pay a second instalment of the cost.

A SYDNEY contemporary, in referring to the Sugar Bounties Convention Bill, lately before the House of Commons, gives a condensed summary of the measure. In consequence of the urgent representations of persons interested in the sugar trade, which has for many years been suffering from severe depression, supposed to be largely aggravated by the prevalent system of bounties, Lord Salisbury took steps to assemble representatives of the great trading countries to consider the bases of an understanding for the suppression of bounties on the exportation of sugar. The conference met at the Foreign Office in London on 24th November, 1887. After many sittings, a protocol was signed towards the close of 1887 condemning the system of bounties, the delegates of the Powers recommending their respective Governments to take steps for their abolition. A draft convention was drawn up by the president, and annexed to the protocol, embodying the views of the conference. This convention was signed on May 12, 1888, by the representatives of all the Powers, and then submitted to the Governments, with the result that the conference met for the last time on August 30, and definitely signed the convention. Austria, by a declaration appended to the convention, withheld her final adherence till all European sugar-producing and sugar-consuming countries gave in theirs. France made a similar stipulation; Brazil reserved her entire freedom; so did Sweden. Denmark declined to boycott, on the ground that such action would be a breach of treaties. There are thus only six Powers fully united as enemies of the bounty-fed sugar, and they propose to carry out the terms of the convention by means of a commission which will sit in London, whose business it will be to report what sugar in any country is bounty-fed, and to what extent. Upon the reports furnished by the commission, a majority of the signatories to the convention will decide, and their decision will of course regulate the action of all the Governments. From this it would appear that Russia, Germany, Holland, Spain, Italy, and Belgium—Germany, Russia, Holland, and Belgium being large sugar-producers, and competitors in English markets for their own sugars—are to determine whether England is to buy sugar from the United States or Sweden, which hold aloof from the convention, or from France, Austria, and Brazil, which meanwhile reserve their adherence to it. The terms of the convention have given rise to a considerable amount of controversy, Sir Thomas H. Farrer and the Board of Trade maintaining that the essential principle of such a compact is disguised protection.

IN the Supreme Court, in Probate, before Mr. Justice Fielding Clark, the suit *Lai Lee Shee v. Lai Wong Shee* was heard to-day. Mr. Robinson, instructed by Mr. J. P. Webber, appeared for the plaintiff; the defendant was unrepresented.

Mr. Robinson, in stating the case before his lordship, said this suit was brought by his client to revoke the letters of administration which were granted to defendant. Plaintiff was the first and true wife of Lai Ming Shan, deceased, defendant having simply held the position of his concubine. The Counsel would bring witnesses to prove what had passed between his client and the deceased at their marriage in this Colony, and he submitted to the Court that she was fully entitled to have the letters of administration of her husband's estate conferred on her.—Tong-Kel-San, a clerk of Mr. Webber's, having deposed as to his serving the notice of trial on the defendant at Canton, on Monday the 29th ulto, in the presence of Mah-Oi, plaintiff's servant, the plaintiff was called, and said she was the widow of Lai-Ming-Shan; was married to him on 30th December 1876. She detailed at great length all the ceremonies antecedent and attending the marriage, such as the exchanging of presents called *ko-lai*, on the 3rd December, and her being finally carried in the bridal chair, accompanied by music, to her husband's house in Gage Street, on the 30th. This, according to Chinese style, was the customary way of celebrating the marriage with a first wife. Her husband dealt in opium, and had an interest in a shop in Jervois Street. On the third year of her marriage, she met the defendant at her husband's house, and from what she could observe, she concluded the defendant was not a concubine of her husband's, but simply a sweetheart. Her husband died at Canton on 11th September, 1885. A few days afterwards plaintiff heard that defendant had come over to Hongkong and obtained letters of administration of her husband's estate.—Yeung-Ain, a female hair-dresser in Lower Lascar Row, said she knew the plaintiff, and testified to her marriage with the deceased.—Dr. Eitel was then called to verify the authenticity of the marriage documents produced by the plaintiff. Witness said the documents were in order; they were the usual documents attesting a Chinese marriage. As to the bridal chair used in these ceremonies, that was a proof of the bride becoming a legitimate first wife; it was illegal in China to use the bridal chair for a secondary wife. The distinction between the first wife and the second consisted in this that the second wife could be legally sold, the first never. The first wife becomes the head of the family at her husband's death; if she has a son the administration of the estate devolves on him, still the widow holds the honorary position of head of the family. The first wife leaves her own family for good, and belongs to her husband's family for ever. She would not have an interest in her husband's property but she would have a claim to be maintained for life out of that property, whether she has children or not. In China that would be a legal claim.—At this stage of the proceedings his lordship adjourned the further hearing of the case till 10.30 a.m. to-morrow.

WE are informed by the Agents (Messrs. Arnhold, Karberg & Co.) that the China Shippers' Mutual S. N. Co.'s steamer *Oopack*, from Glasgow and Liverpool, left Singapore yesterday morning for this port, and may be expected on or about the 6th inst.

THE *Night Night Shimbun* reports that a fire broke out in a public bath-house at Sakamachi (Ushigome), Tokyo, on the 16th April at 3 a.m., and 65 houses and 1 post-office were destroyed; 12 houses being partially damaged. Ten firemen received more or less severe injuries during the conflagration.

A VERY interesting pitched battle was frustrated this morning by the police, at Praya West. The other day the head coolie at the P. and O. Godown got the extraordinary idea that he was indispensable, and thought to shatter the Company by resigning. To his annoyance his notice was calmly accepted, and a new head coolie engaged. Then he coerced the coolies into leaving, as a final crusher, but still the Company survived and a new gang was procured. Yesterday the old hands tried to scare the newcomers into striking, but were unsuccessful, and they were then told to expect trouble in the morning. The European overseer notified the police of the threat, and a small force was sent down at half past five. The two gangs were both on hand, and as three hundred men can hardly come into collision without something being heard to drop, the junk-men in the vicinity kept carefully off the pier and Praya. A sort of desultory charge was made, but before any material harm had been done the ex-head-coolie and several of his crowd were opposed by the strong arm of the law, and by the help of God and a few policemen, the utmost tranquility was speedily restored. The prisoners were brought up to-day, and remanded until to-morrow.

THE following paragraph from the *Japan Mail* ought to have some influence on the prospects of our local Green Island Cement Co.:—"We read in the *Yiji Shimpo* that there was talk at first of using Japanese cement for the Yokohama harbour works, but that as their stability is above all things important, the idea has been abandoned, and the necessary material will be obtained abroad. This appears to be a wise resolve. The manufacture of cement has progressed greatly in Japan of late, and we have little doubt that the time is not far distant when the country will be self-supplying in this respect. But even assuming that cement of really first-class quality were produced—which is not yet the case—the difficulty remains that it is not manufactured in quantities sufficient to meet even the normal demand, and that the large amount required for the Yokohama works could scarcely be obtained here. Our Tokyo contemporary adds, *apropos* this, that a certain foreigner is said to have been shrewd enough to discern the forthcoming demand for cement, and to have made arrangements beforehand with the London Cement Company for the supply of the material. If so, he must be not only a very shrewd but also a very rash foreigner, seeing that tenders will doubtless be called for, and that neither the London Cement Company nor any other company can be sure of getting the order."

"PUNJONS" and the irrepressible Mr. Becker once more to the front. The *Straits Times* of April 24th says:—"Mr. Becker returned yesterday from Pahang. On this occasion he particularly noted the district of Kuantan, and we understand that he has formed a favorable opinion of the richness and prospective importance of that district, as one in which tin mining will find a comparatively permanent and, from all appearances, profitable scope. The lodes, he says, are undeniable realities of considerable size and proved extent. Development is being rapidly carried on, and in due course the good results, Mr. Becker believes, will prove to the public, scientific, commercial, and speculative, that the solid wealth of Pahang is no fiction." Might we be allowed to suggest to the Directors of the Panjong Company the advisability of putting a muzzle, or something equally effective, on the mouth of the champion twaddler? If Mr. Becker is the paid servant of the Company, the results of his experience and researches—acquired at the Company's expense—should be the property of the Directors as trustees for the shareholders, and there is certainly no excuse or justification for their being made capital of in the way that has been done in the *Straits Times*. Mr. Becker may be an accomplished mining engineer, but, to use a vulgar simile, he opens his mouth too wide to be a useful man to the Panjong Company. If it is not too late, we think that the Directors would exercise good judgment in sending to London somebody with a good deal more discretion than an all-wise Providence has thought fit to endow their present manager with.

THE "WANDERING MINSTREL."

Captain Duncan, of the barque *Kalahana*, recently arrived from Honolulu, brings some details respecting the long-lost *Wandering Minstrel* of the Hongkong Shark Fishery Company. He says that about the beginning of last year he was in Honolulu when the *Wandering Minstrel* arrived, and, later on, he went on board for a short time. The vessel had been seventy-two days on the voyage, which seemed unusually long at that time of the year, as forty or fifty were ample. She had only two sharks on board, and had not stopped anywhere to fish, apparently. She anchored outside the harbour, and was closely watched, being suspected of opium-smuggling. Captain Duncan had a talk to the mate, who complained that he and his junior officers could not get to know anything about where they were going, and expressed much dissatisfaction. A few days afterwards all the mates were discharged, together with about half-a-dozen of the men, and new officers and hands shipped. Captain Walker offered the steam launch for sale, saying that he needed money to pay off the men who were leaving, and ultimately disposed of it for something under \$500. He made many inquiries as to fishing grounds, and was advised to go to the coast of South America. In reply to which he said he knew all about that. He steamed about three weeks later, ostensibly for French Frigates

Shoal and Midway Island, where he ought to have filled up in about three or four months. No more was heard of the vessel until autumn, when news reached Honolulu, and was published in the papers there, that she had been sold in South America. Subsequently two well-known residents in Honolulu received letters from one Captain Cameron, who had taken the place of the third mate when the vessel left, stating that he had set up a hotel at Port Townsend in Washington Territory, having received \$1000 "bonus" from Captain Walker.

The Company and insurance offices here seem to have some news about her, but none that can yet be made public.

THE KIDNAPPING CASE.

The following was the evidence taken before Mr. Pollock yesterday, in this case:

Joseph Alves, clerk in the Harbour Master's Office said—I am in charge of the emigration branch. All the Chinese emigrants must come before me to be questioned. I ask them their names, where they are going, whether they have been kidnapped, and if they are willing to go. The passage broker is sometimes present. I do not see the passage broker hand the tickets to the emigrants. A coolie belonging to the Harbour Office, under my orders, stamps the tickets with an impressed stamp. The stamp is supposed to be the signature of the Emigration Officer. The Emigration Officer used to sign the tickets and this stamp was substituted to prevent forgery. This was done two or three years ago when Captain Thomsett was Harbour Master. I do not know whether it was done with the knowledge of the Government. It is impossible for the coolies to stamp the tickets without my knowing it.

Herbert Sheppard, shipping clerk to Messrs. Gibb, Livingston & Co., and passage broker, said—I have been a passage broker for three years. The tickets are delivered to emigrants before they go to the Harbour Office. I do not deliver the tickets to them. I have read the Chinese Emigration Ordinances. I am not aware that under the last Ordinance I am bound to deliver the tickets to the emigrants. I always attend at the Harbour Office to answer any questions. I was not aware that I was liable to a penalty for not personally delivering the tickets to the emigrants. My signature on the passage ticket handed to me is stamped on the passage ticket, which appears on the passage ticket, is the name of our agent. The business that I do in passage broking is allowed to me by the firm. Ayon stamps my signature on the passage tickets. It would be next to impossible for me to sign all the tickets myself. I take Ayon's word for the number of tickets he has sold. I always attend at the Harbour Office when the passengers are being passed and I attend the steamer with the Emigration Officer, so that I have a check on Ayon. I have never known him issue any extra tickets without my knowledge. It would be of no use to him if he did.

His Worship expressed the opinion that Mr. Sheppard's method of procedure in regard to the issue of these tickets was a direct breach of the Ordinance. He could quite understand how difficult it would be to pass the emigrants if the Ordinance was literally carried out, but still they must abide by the law.

Mr. Sheppard said that if he had to take the whole of the tickets to the Harbour Office and go through a bundle of about 600 or 700 tickets to find each man's ticket, it would take months to get a steamer away.

His Worship asked if it was the practice of other brokers to employ a Chinese to act as go-between in the sale of the tickets.

Mr. Sheppard said that Mr. Ayon did not act as a go-between but as a direct agent.

Inspector Swanton stated in this case the man was found in the street, taken to a boarding house, given a ticket, and forced on board a steamer.

Cross-examined by Mr. Dennis, Mr. Sheppard said—I have always considered that I fulfilled my contract when I held myself out as responsible for the passage and proper victualling of the emigrant. For the last fifteen years the custom of passage brokers has been as I have described. The tickets are signed by the broker or his agent and are sold to the various boarding-houses which required them.

Mr. Sheppard then stated to the Magistrate that until his Worship had pointed the fact out to him he was not aware that he was liable for anything but the passage and proper victualling of the emigrants. He did not see how it was possible to carry out the Ordinance as explained by his Worship, and would be glad to receive advice on the matter.

His Worship said that as what Mr. Sheppard had stated appeared to have the custom for many years, in spite of the Ordinance, he should take no further action in the matter till he had communicated with the Government. If passage brokers had found that this Ordinance was unworkable in practice the right course would have been for them to have made representations to the Government long ago.

Leong Ayon, ship charter, said—I act for Mr. Sheppard. I remember the steamer "Yach" Christensen leaving a few days ago. I sold about 600 tickets altogether. Mr. Sheppard was the passage broker. Some of the tickets were sold for a little over \$6 and others for \$7. The dearer ones were sold on credit. These tickets are sold on credit to boarding houses. I do not see all the passengers to whom the tickets are sold. The particulars on the passage tickets are always filled up in the office. The boarding houses supply us with the names and descriptions of passengers who are going by the steamer and we fill it in without enquiry. I have been selling tickets in this way for the past thirty years. Mr. Sheppard entrusts me with his signature "chop," and before issuing the ticket I "chop" his name on it. I have never read the Emigration Ordinance, and I do not go with the emigrants to the Harbour Office. Some of my jobs attend to assist the Emigration Officer, who passes the passengers and puts the official stamp on the ticket. My jobs sometimes help the Emigration Officer to put this seal on. After the emigrants are questioned by the Emigration Officer, my jobs help to keep the emigrants in order while they are at the Harbour Office. They are not sent there to keep the emigrants from running away.

This concluded the case for the prosecution. In reply to his Worship Mr. Dennis said he could not consent to the evidence given by his client in the previous case being put in this case. He contended that there was no case against his client, who was a respectable well-to-do man, who had nothing to gain by sending the man to Singapore except a few dollars by the sale of a passage to him; that no case had been made out, and the defendant was accordingly discharged.

LATE TELEGRAMS.

LONDON, April 10th.
The Marquis of Londonderry has expressed his intention of resigning the Lord-Lieutenancy of Ireland in the autumn. His Lordship's reasons for doing so are purely private, and in no way connected with politics.

PARIS, April 10th.
The Chamber of Deputies have by a large majority voted the bill for regulating the procedure of the Senate in the coming trial of General Boulanger.

LONDON, April 11th.

A banquet was given last night by the City merchants to Mr. W. H. Smith as a compliment to his leadership of the House of Commons. Three hundred persons were present, including Lord Salisbury, Mr. Balfour, and Lord Wolseley.

April 12th.

Sir John Gorst, replying to a question, said that a despatch from Lord Cross containing his Lordship's decision in the Crawford case had been forwarded to Bombay, and was due there on the 15th instant, and would be presented to the Commons on the 16th instant. Sir John said that on the 9th Lord Cross wired to Lord Reay as follows: "The general rule must be that magistrates who have given bribes must be deprived of their functions. I must, however, leave it to you to discriminate between the cases; I will appreciate the importance of the pledges given by Government, and leave you to compensate individuals as you think necessary. Prompt action is essential."

A telegram from Charjuj states that the Amir Abdul Rahman has consented to a resumption of commerce between the northern Afghans and the Bokharans.

Active negotiations are going on for the abolition of Slavery in Africa, and a Conference of the Powers to discuss the matter is probable.

PARIS, April 12th.

The first sitting of the Senate as a high court for the trial of General Boulanger took place to-day, when M. Rochefort and Count Dillon were arraigned, in addition to the General. All three were, however, absent from the court. The members of the Right vigorously obstructed the proceedings, contending that there was no case, but they were overruled by a large majority.

TANGIERS, April 13th.

The Sheriff's Government has paid to-day into the hands of the British Minister here twenty-five thousand dollars as indemnity for the treacherous murder at Cape Juby of a British subject by some of the Sultan's soldiers.

ZAZIAR, April 13th.

Chief Bushiri has opened peace negotiations with the German Commissary, Captain von Wissman.

LONDON, April 14th.

The funeral of the Duchess of Cambridge took place yesterday. The ceremony was a most imposing one, and a brilliant gathering assembled to take part in it. Her Majesty the Queen, the principal members of the British royal family, the representatives of foreign sovereigns and of the various diplomatic bodies, and Her Majesty's Ministers were present.

Rumours are current in financial circles here that the Chancellor of the Exchequer intends shortly to issue one-pound notes payable in gold, and ten-shilling notes payable in silver.

ROME, April 15th.

The Italian newspapers advocate an Italian occupation of Assam, or otherwise, the abandonment of Massowah.

LONDON, April 15th.

General Sir John Bradford is dead.

THE COPPER MINES IN YUNNAN.

The Peking Gazette of April 10th contains a memorial from T'ian Chung, the Superintendent of Mines in Yunnan, asking that the Board of Revenue should be directed to supply him with funds for prosecuting the mining industry in Yunnan, which is now beginning to show signs of future success. The Board, having become impatient at what it considered unnecessary delay in the transmission of copper from the new mines, recently obtained the issue of a decree by which T'ian Chung was instructed to forward a supply of copper.

His Worship stated in this case the man was found in the street, taken to a boarding house, given a ticket, and forced on board a steamer.

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COOLIE LABOR IN SIAM.

A significant circumstance, to which due importance has not hitherto been given by writers on Siam, or even by resident foreigners in their reports of the country, and which therefore is not generally known elsewhere, is the fact that although Siam possesses a fairly proportionate native population, it nevertheless is dependent to a large extent upon other countries for the requisite unskilled working laborers to develop its resources. It seems almost inconsistent with the nature of things in the East that this should be so; considering the condition of China and Japan, with their ever-increasing millions; the nature and influence of the prevailing religion here; but that such is really the case, despite all appearances to the contrary, is easily demonstrated. The fact that scarcely a single steamer arrives here without a large number of Chinese coolies to labor in Siam, and that in the Rice Mills and other industries in Bangkok and its vicinity little else than Chinese coolie labor is to be found, is of itself proof more than sufficient to establish the fact. And why this should be the case has not as yet been sufficiently or comprehensively answered; nor have we space or time to inquire into or answer the question in this issue, as the more direct local aspect of it must needs be first considered.

And this feature of the case is of no small importance to those interested in the well-being of Bangkok and the growth of its industries; especially the mill-owners and others whose interests are involved in the question of coolie labor. Again and again the question has to be met by them, and it sometimes boils over, and puzzles the Municipal Authorities. "How are we to control the coolies and make them stick to their contracts and work?"

To any one acquainted with the working coolie of Hongkong, Shanghai, and the open ports of China, the contrast between the imported article here, after a short term of residence, is very striking. It is often said that the Chinese coolie is *not* a generalist, of a nature peculiar to himself, and to no one else. This peculiarity has its fullest development in Bangkok at times, not alone in the faction fights which, every now and again, upset all the plans of mill-owners and others for the time being, till they can manage somehow or other to compromise matters; and also provide special exercise and labor for the Bangkok Police Force, as well as helping largely to waste the time and ruin the tempers of the magistrates, by giving them questions to solve which would fairly overturn the energy, skill, erudition and legal acumen of the greatest jurists. But the development takes another form. And this form is shown in a way especially peculiar to the Chinese coolie in Bangkok. Its expression is of the simplest, but, however, may be stated briefly that the coolie will work just when the whim seizes him, and not otherwise. Engagements or rules he cares not for; even cash, within reason, and often beyond reason, will not move him. Though he may determine and promise to work on a certain day, it matters little what arrangements have been made by his employers if the whim takes him not to work, he will do only what the whim suggests. And there is no power in Bangkok at present that can change the existing state of affairs in this respect. The demand for coolie labor here will more than keep pace with the supply, according to the natural law of development as exemplified in Bangkok, as well as from other causes, well understood by those in full accord with the question here.

This matter is well understood by the steamship captain, who brings the coolies to this port, and who has to utilize their services in loading and discharging cargo, as far as they are allowed to do it under existing circumstances. That the utter impossibility of controlling the coolies, and of solving the problem practically how to get them to work regularly, systematically, and at reasonable rates, is caused by the existing treaties is generally recognized; and as a revision of the treaties is very unlikely, just now at least, that this will continue to be the actual state of affairs as respects the coolies, goes without argument. The main fact that many, if not most of the coolies select their representative Consuls in Bangkok by the advice of their friends, and claim their protection, and their claims are often backed by a little trouble. In considering this matter, therefore, we shall aim at pointing out a practical solution of the whole trouble. And this we hope to do at an early date.—Bangkok Times.

AMOI.

(FROM OUR CORRESPONDENT.)

Amoy, 29th April, 1889.

At a meeting of the Community held at the Amoy Club on Thursday the 25th inst., to consider the question of the Seamen's Club, there were present: Drs. Chamberlain, H.M.S. Ratcliff, B. Stewart Ringer, and H. McDougall, Messrs. Forrest, Broadbent, F.W. Bruce, Carroll, Christy, Flanagan, Graham, Harding, Hurley, Lewis, Leyburn, Mackey, Marshall, Pichl, Von Fries, Tonzlin, Wadman, D.M. Wright, T.W. Wright, R. C. Hurley, and others.

Mr. Forrest took the chair, and made a statement to the effect that he had seen Mr. Joseland, who stated that, as far as he was informed, the Trustees under the Trust Deed were authorized to sell the property, to rent it, or otherwise dispose of it; and that the funds so realized would be placed in the Hongkong and Shanghai Bank deposits, to be used in any further scheme of a similar nature to the Seamen's Club.

Mr. D.M. Wright read the letter, addressed by him to the Secretary of the Committee of the Trustees of the Seamen's Club, and their reply thereto, and stated that the object of the meeting was to consider the action of the Trustees with regard to the disposal of the Seamen's Club property advertised for sale or to rent.

Mr. Wright further read a letter from Mr. H. D. Brown sympathizing with the object of the meeting.

A series of Resolutions was then read, as follows:—

1.—To elect a committee of three or four, one at least of whom should not be a member of the Amoy Club.

2.—To empower the committee to apply to the Missionary body, as Trustees of the Seamen's Club, to produce for the inspection of the community, the original deed, or other document placing the Seamen's Club in their hands.

3.—As it is generally understood that the Club was handed to the Missionary body as trustees, if this is proved to be the case, they should be asked by what right they undertake to sell the Club, and also, in the event of sale, what will be done with the proceeds.

4.—Should the Missionary body refuse to produce the document or documents called for, that the committee have power to take such steps as the meeting, or another meeting, to be called hereafter, may deem best to enforce the rights of the community and to have proper and substantial evidence placed before them, regarding the breaking up of a scheme, to which nearly every resident part or present has at one time or another subscribed, and in which every member of this meeting has a warm interest.

5.—That the minutes of this meeting, including the above resolutions, be printed and circulated among the community.

The above resolutions were unanimously carried.

Mr. D.M. Wright then proposed the following resolution, which was seconded by Mr. F.W. Bruce, and unanimously carried.—That the building having been subscribed to, for a Seamen's Club only—and the Trustees, having left the building during the past six months or more for other purposes, (although, under proper management, the Club would have been a great boon to the sailors of the unusually large number of vessels of war which have called at the port during that period), that they (the Trustees) be called upon to state whether they have received rent, and if so what has become of the money? and how they reconcile the use of the building to other than the one purpose it was originally intended for.

Mr. Graham proposed, that an expression of regret be noted in the minutes of the meeting. That none of the Trustees have attended to assist the community in their deliberation, nor suggested any means by which an understanding might be arrived at.—Seconded by Mr. Marshall, and carried unanimously.

Mr. T.W. Wright proposed and Mr. Christy seconded.—That an explanation be called for, from the Trustees of the Club, with regard to the sale of Articles of Furniture and Bibles—marked with the name "Seamen's Club"—at Dr. McLeish's auction-sale to-day.—Carried unanimously.

The following Committee, proposed by Mr. Forrest, seconded by Mr. MacDougall, were unanimously elected.

Messrs. F. W. Bruce.

T. W. Wright.

R. C. Hurley.

D. M. Wright, Hon. Secretary.

With the usual vote of thanks to the Chairman the proceedings terminated.

A Church of England service was held yesterday evening at the Masonic Hall, when Mr. D.M. Wright and Dr. Ringer presided, nearly all the foreign community, but none of the Missionary body, being present. How does that look for true religion? There are about ten missionaries on Kulangsoo, and not one could (or would) find time to conduct evening services in the Union Chapel, thereby compelling the community to go elsewhere and officiate themselves.

Mr. Leyburn returned this morning after being absent on country for two days, bringing down with him the body of a fine male tiger.

HOW TO GAIN FLESH AND STRENGTH.—Take after each meal about a tablespoonful of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites. It is almost as palatable as milk and easily digested. The rapidity with which delicate children and sickly people suffering from weakness and wasting disease improve and thrive upon this diet is marvellous. As a remedy for Consumption and Throat Affections and Bronchitis it is unequalled by any other preparation in the world. Any Chemist can supply it.—A. S. Watson & Co. (Limited), agents in Hongkong and China.—[Advt.]

To-day's Advertisements.

STEAM TO MANILA (VIA AMOY).
THE Steamship

"NANZING,"
Captain Talbot, will be despatched as above, TO-MORROW, the 2nd May, at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., Agents.

Hongkong, 1st May, 1889. [513]

THE "GIBB" LINE.

FOR SYDNEY AND MELBOURNE, (Calling at SINGAPORE, SOERABAYA, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo for ADELAIDE, TASMANIA, NEW ZEALAND, &c.)

THE British Steamer
"AFGHAN,"
Captain Goding, will be despatched for the above Ports, on or about the 1st inst.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Managers.

Hongkong, 1st May, 1889. [520]

NOTICE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

MR. EDWARD OSBORNE has been appointed ACTING SECRETARY of the above Company from this date.

J. J. KESWICK, Chairman.

Hongkong, 1st May, 1889. [520]

NOTICE.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

MR. AUGUSTUS SHELTON HOOPER is appointed SECRETARY of the Company.

J. J. KESWICK, Chairman.

Hongkong, 1st May, 1889. [521]

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

TIME TABLE.

WEEK DAYS.

8 to 10 A.M. every quarter of an hour.

12 to 2 P.M. every half hour.

4 to 8 P.M. every quarter of an hour.

THURSDAYS.

NIGHT TRAMS at 10.30 and 11 P.M.

SUNDAYS.

10.40 A.M.; 12 to 1.30 P.M. every quarter of an hour.

4 to 8 P.M. every quarter of an hour.

9 to 10.30, 11 P.M.

Special Cars may be obtained on application to the Superintendent.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.

MACLEWEN, FRICKEL & Co., General Managers.

Hongkong, 1st May, 1889. [519]

TO LET, A GODOWN, (WITH IMMEDIATE POSSESSION).

UPPER FLOOR No. 3, Blue Buildings.

Apply to

ARNHOLD, KARBURG & Co.

Hongkong, 1st May, 1889. [522]

Masonic.

ZETLAND L-O-D-G-E.

No. 525.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, on FRIDAY NEXT, the 3rd May, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.
Hongkong, 26th April, 1889. [508]

Consignees.

NOTICE TO CONSIGNEES.

S.S. "TARTAR" FROM GLASGOW, LIVERPOOL, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 10 A.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 6th proximo, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 6th proximo, or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.

Hongkong, 29th April, 1889. [493]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "PEMBROKESHIRE" FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before 4 P.M., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 4th proximo, will be subject to rent.

All claims against the Steamer must be presented to the Underwriter on or before the 4th proximo, or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, BELL & Co., Agents.

Hongkong, 27th April, 1889. [493]

Occidental and Oriental Steamship Company.

NOTICE.

CONSIGNEES of Cargo per Steamship "ARABIC"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo imeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

CHAS. D. HARMAN, Agent.

Hongkong, 29th April, 1889. [51]

Intimations.

WANTED.

PREMISES suitable for a First CLASS PHOTOGRAPHIC STUDIO in a good central position.

Offers to be sent to Mr. D. K. GRIFFITH, Room 91, Hongkong Hotel.

Hongkong, 26th April, 1889. [506]

ROOMS WANTED.

TWO or THREE GOOD ROOMS, with usual appurtenances, wanted by two single gentlemen.

Apply to H. & H., c/o Hongkong Telegraph Office.

Hongkong, 29th April, 1889. [514]

HONGKONG RIFLE ASSOCIATION.

SPOON COMPETITION—900 YARDS.

ENTRANCE FEE payable on ground—10 cents. Will take place next SATURDAY, the 4th May, 1889, at 4 P.M. (weather permitting). Carriages allowed, three shots extra. All Members allowed one sighting shot.

A. SHELTON HOOPER, Hon. Secretary.

Hongkong, 30th April, 1889. [58]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL \$2,500,000.

PAID UP CAPITAL 1,250,000.

BOARD OF DIRECTORS.

Commercial.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—163 per cent.

Union Insurance Society of Canton—\$110 per

share, sellers.

China Traders' Insurance Company—\$80 per

share, buyers.

North China Insurance—Tls. 310 per share,

buyers.

Canton Insurance Company, Limited—\$130 per

share, buyers.

Yangtze Insurance Association—Tls. 100 per

share, buyers.

Chinese Insurance Company—\$160 per share,

sellers.

On Tai Insurance Company, Limited—Tls. 150,

per share.

Hongkong Fire Insurance Company—\$387 per

share, buyers.

China Fire Insurance Company—\$82 per share,

sellers.

Hongkong and Whampoa Dock Company—73

per cent. premium, sellers.

Hongkong, Canton, and Macao Steamboat Co.

—\$48 per share, sellers.

China and Manila Steam Ship Company—140

per share, sellers.

Hongkong Gas Company—\$135 per share, sellers.

Hongkong Hotel Company—\$190 per share,

buyers.

Hongkong Hotel Co.'s Six Per-cent. Debentures

—\$90.

Indo-China Steam Navigation Company,

Limited—par, sellers.

Douglas Steamship Company—\$80 per share,

buyers.

China Sugar Refining Company, Limited—\$199

per share, buyers.

Lison Sugar Refining Company, Limited—\$106

per share, sales and buyers.

Hongkong Ice Company—\$113 per share, buyers.

Hongkong and China Bakery Company, Limited

—\$80 per share.

Hongkong Dairy Farm Co., Limited—\$14 per

share, buyers.

A. S. Watson & Co., Limited—120 per cent.

premium, buyers.

Chinese Imperial Loan of 1884 B—24 per cent.

premium, buyers.

Chinese Imperial Loan of 1886 E—11 per cent.

premium.

Hongkong Rope Manufacturing Company,

Limited—\$120 per share, nominal.

The Hongkong Steam Laundry Co., Ltd.—\$20

per share, nominal.

Perak Tin Mining and Smelting Company—\$371

per share, sales.

Panjion and Sunghie Dua Samantan Mining Co.

—\$27 per share, sellers.

Hongkong and Kowloon Wharf and Godown

Company—\$195 per share, sellers.

Tonquin Coal Mining Co.—\$700 per share,

sellers.

The Hongkong High-Level Tramway Co.,

Limited—40 per cent. premium, buyers.

The East Borneo Planting Co., Limited—\$57

per share, sellers.

The Sengai Koyah Planting Co., Ltd.—\$50 per

share, sellers.

Cruckshank & Co., Ltd.—\$50 per share, sellers.

The Steam Launch Co., Limited—400 per cent.

premium, nominal.

The Austin Arms Hotel and Building Co., Ltd.

—par.

The China-Borneo Co., Ltd.—\$62 per share,

sellers.

The Hongkong Brick and Cement Co., Ltd.—

\$22 per share, buyers.

The Green Island Cement Co. (Old issue)—\$55

per share, buyers.

The Green Island Cement Co. (New issue)—\$15

per share, sellers.

The Hongkong Land Investment Co., Ltd.—\$135

per share, buyers.

The Hongkong Electric Light Co., Ltd.—\$8

per share, sellers.

Geo. Fenwick & Co., Limited—\$32 per share,

buyers.

The West Point Buildings Co., Ltd.—\$50 per

share, sellers.

The Peak Hotel and Trading Co., Ltd.—\$27 per

share, buyers.

The Labuk Planting Co., Ltd.—\$15 per share,

buyers.

The Jebebu Mining and Trading Co., Ltd.—\$7

per share, sellers.

HONGKONG TEMPERATURE.

(By Mr. Messrs. Falconer & Co.'s Register.)

To-day.

Barometer—9 a.m. 30.05

Barometer—1 p.m. 30.05

Thermometer—9 a.m. 77

Thermometer—1 p.m. 77

Thermometer—3 p.m. 77

Thermometer—6 p.m. 77

Thermometer—9 p.m. 77

Thermometer—Minimum over night 75

Thermometer—Maximum over night 79

Thermometer—Minimum over night 75

Thermometer—Maximum over night 79

Thermometer—Minimum over night 75

Thermometer—Maximum over night 79

Thermometer—Minimum over night 75

Thermometer—Maximum over night 79

1st May, 1889.—At 10 a.m.

STATION.	Wind.	Temp.	Humidity.	Bar.	Wind.	Temp.	Humidity.	Bar.
Wanchow	SE	80	80	30.05	SE	80	80	30.05
Taiwan	SE	80	80	30.05	SE	80	80	30.05
Amoy	SE	80	80	30.05	SE	80	80	30.05
Hongkong	SE	80	80	30.05	SE	80	80	30.05
Shanghai	SE	80	80	30.05	SE	80	80	30.05
Swatow	SE	80	80	30.05	SE	80	80	30.05
Yokohama	SE	80	80	30.05	SE	80	80	30.05
Manila	SE	80	80	30.05	SE	80	80	30.05

The barometer has risen in the north, and gradually is slight

for south-east winds. Cloudy, warm, and damp weather prevails.

—Barometer reduced to level of the sea in inches, tenths and

hundredths. —Thermometer in the shade in degrees, Fahrenheit.

—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. —Direction

of the wind in two points. —Force of the wind according to

Beaufort scale. —State of weather. —Rain, in inches, tenths and

hundredths. —Clouds, in degrees, from 0 to 100. —Lightning,

in strokes. —Thunder, in peals. —Fog, in miles. —Mist, in miles.

—Dew, in degrees. —Frost, in degrees. —Snow, in inches, tenths and

hundredths. —Ice, in degrees. —Wind, in degrees. —Rain, in inches, tenths and

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The British steamship *Anchises* reports that she left Liverpool, via Lisbon, Algiers, on the 16th March, and Singapore on the 23rd ultimo. Had light south-east wind and great heat to 100 miles of Hongkong; thence heavy rain and great fall of thermometer 15 deg., with fine weather to port.

Post Office.

A MAIL WILL CLOSE

For Swatow, Amoy, and Tamsui.—Per *Formosa*, to-morrow, the 2nd instant, at 9.00 A.M.For Straits and Calcutta.—Per *Moray*, to-morrow, the 2nd instant, at 11.30 A.M.For Straits and Bombay.—Per *Tehran*, to-morrow, the 2nd instant, at 11.30 A.M.For Yokohama and San Francisco.—Per *City of Peking*, to-morrow, the 2nd instant, at 10.30 P.M.For Amoy and Manila.—Per *Nansing*, to-morrow, the 2nd instant, at 2.30 P.M.For Amoy and Shanghai.—Per *Anchises*, to-morrow, the 2nd instant, at 3.30 P.M.For Saigon.—Per *Wuyuan*, to-morrow, the 2nd instant, at 4.30 P.M.For Nagasaki and Kobe.—Per *Menmuir*, on Friday, the 3rd instant, at 3.30 P.M.For Europe, &c., India, &c., Bombay.—Per *Clyde*, on Saturday, the 4th instant, at 11.00 A.M.For Nagasaki, Kobe, and Yokohama.—Per *Ancona*, on Tuesday, the 7th instant, at 11.30 A.M.For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, and Adelaide.—Per *Tannadice*, on Tuesday, the 7th instant, at 11.30 A.M.For Singapore.—Per *Niobe*, on Wednesday, the 8th instant, at 9.30 A.M.For Straits and Bombay.—Per *Bormida*, on Wednesday, the 8th instant, at 11.30 A.M.For Europe, &c., &c.—Per *Bayern*, on Wednesday, the 8th instant, at 3.00 P.M.For Europe, &c., Australia, Madras, Calcutta, and Mauritius.—Per *Irassaddy*, on Thursday, the 9th instant, at 11.00 A.M.

SHIPPING IN HONGKONG.

STEAMERS.

ACTIVA, German steamer, 380, H. Johannsen

20th April.—Saigon 24th April, Rice—

Order.

AFGHAN, British steamer, 1,430, T. Golding, 13th

April.—Nagasaki 7th April, General.—Gibb,

Livingston & Co.

AMIGO, German steamer, 771, H. Bruhn, 13th

April.—Hilo 7th April, Sugar.—Butterfield

& Swire.